

In the Supreme Court on Thursday

correspondence is of a commercial nature, and private correspondence contributes but little to the postal revenue. The postal authorities, in making their calculations, have found that a small postal service, if it were to be run on a slow post would probably be well supported financially, even if the rate were only a penny. In Australia, the conditions are different, and a cheap post is regarded there as a more desirable thing. But with respect to service to the Far East, we have an undeniable fact, that the postal authorities have found it almost impossible to make any contribution to a heavy annual contribution to the Imperial Government to make up the loss on the mail service, and other Eastern Colonies have to do the same, the necessity for this contribution arising wholly from the fact that an excessive payment, £2700 per annum, is made for the conveyance of the mails to the East, although the heavy tonnage is not to be opened during their foreign voyage, and in fact, cause the foreign Government to incur more trouble or expense than if they were to carry ordinary goods, except that of course the mails are carried by fast trains. When a foreign Government establishes a line of mail steamers to compete with British lines, the British Government once welcomes them with open arms, and the fact remains that in all her ports, and does everything in her power to facilitate the service; but it is anxious to ask the assistance of foreign Governments in the carriage of her own mails, and to put her hand in her pocket and pay to the tune of £2700 per ton. The one thing that brings and the other land the carriage, but the fact remains that the charge is an excessive one and that while England gives every thing she requires nothing.

The Australian Colonies complain with good reason of the working of the Postal Union as at present constituted. England, which contributes more matter to the Postal Union than any other country in Europe, has no greater voice than the other, and the interest in the subject is perfectly insignificant, and at the convention held at Melbourne in 1885 the Australian colonies were refused any representation, although States such as Greece, Egypt, and Montenegro were admitted to outvote Great Britain. It is not surprising to suppose that the colonies will long submit to such a state of things, and they have set their minds on a different course they will doubtless secure it. The British Government will have to give its serious attention to the inconvenience of having the mail communication with the East controlled by foreigners, for it is evident that the English mail matter transmitted to the East at several times as great a cost as all the other European nations combined, and it is to the interest of the Continental Governments to maintain a higher rate of postage, since by doing so they receive a subsidy on English trade without very much affecting their own. A solution of the difficulty would be the establishment of a universal postal union, or the new route of the Canadian Pacific Railway, which would give us no point, come under the control of any foreign Government; and a telegram in another column states that Lord Salisbury is already promised to subsidise a line of steamers for service across the Pacific from the railway terminus. In fact, to quote from the *Brisbane Courier*, "The British Government has to pay for the independence of the British Empire, and give its voice in the Postal Union whilst at the same time these dependencies have a much greater interest in the carriage of the mails than any of those great maritime Powers, it seems to us that it would not be a bad idea for Great Britain to withdraw from the Postal Union, and to rely for her own communications with her colonies and dependencies on the United States if they will join. We cannot believe that the present state, which is of postage between England and Australia shall be, will be much longer maintained, and if the Continental Powers will not join, and if on far terms, the British Empire can do better than the assistance in the carriage of mails that they could do without us."

CHINA AND RUSSIAN DESIGNS ON KOREA.

The accounts concerning the new ingbrother Korea are so many and so diverse that it is difficult to know what to believe. That there has been a renewed attempt on the part of the Russian Representative in Korea to obtain the concession from the Korean Government for the construction of a railway to the kingdom under the protection of Russia is only too probable. It is, however, generally certain that so far no attempt has been made by Russia to occupy either Port Arthur or any other portion of the Korean peninsula. The Shanghai *Mercury* publishes a statement from a private letter from Seoul in which it is stated that the Russian Consul to Mr. BAEDEKER attributes the Russian interest in Korea to the fact that the Russian navy is so informed. The Chinese Minister at Seoul has been informed that the Chinese Government has been very much surprised at the statement by the eastern coast of Korea, his only authority for the statement being a weekly paper "in which a small three-masted steamer was mentioned," which Mr. BAEDEKER says was four ships. We do not believe this statement, and we think that Mr. BAEDEKER would rely upon the statement in a Korean newspaper, and being a Chinese he would not so mistranslate it, that is much more probable is that a Russian Minister to Korea has succeeded in accomplishing nothing simply because the Chinese Government are exceedingly distrustful—and richly so—of the Russian Government. The Chinese Government are certainly not so confident in Korea, and they treat the same time no confidence in the Korean Government. Probably, but for fear of arousing Japanese jealousy, they would not have taken very decided steps to protect Korea from foreign policy. As it is they are in a most awkward position, and the result, and it is to be feared that they will not be able to get on in the process. The best plan would be to come to a clear understanding with the Japanese Government on the subject, and to relieve the Korean Government alike of all responsibility and control of the foreign affairs of the kingdom. It is not to be trusted, and the Russian authorities must become the dupes or the prey of a scheming or aggressive Power. Russia is disclaiming to-day any intention of occupying Korean territory, but unfortunately she has taught that Russia cannot be trusted, and the mingled folly and weakness of the Korean Government render it peculiarly difficult to ask. If it is true that Korea might not doubt be a Russian protectorate, and certainly could be induced to cede a harbour and a strip of territory for pecuniary consideration. This being the case, it is the interest of China, and scarcely less, that of Japan, to adopt a policy that will effectively prevent the Russian Government from occupying the Korean Government. The Chinese Government have apparently determined to take the bull by the horns, but whether they will

ANNUAL MEETING.

occurred to him that that was rather a suitable place for a small boat to be in. He watched it attentively, and presently made it men on it. Further observation made it clear to him that the craft was turning round first one end and then two men could be seen they drew nearer to the object he saw them on the boat or raft were waving some to them, and he bore the ship down until it was apparent that the two men were in possession of the top of a ship's deck. The vessel came on alongside, and the castaways were taken on board. They were almost exhausted from being washed ashore, almost starved, their strength almost exhausted, and as soon as their condition had been sufficiently attended to, and they had rested sufficiently to be questioned, account of what had happened to them from time they left Saigon was obtained. They said his name was Suberella, and he was the steamer *Ferretaker*. The vessel met bad weather almost from the time she left Saigon the 28th ult., until the 29th ult., on the morning of which day she foundered off her beam. The heavy weather referred to undoubtedly the typhoon experienced by German steamer *Danvers*, which was our company for a time, and other steamers. On Sunday morning, the 29th ultimo, *Ferretaker* had a quantity of water in her hold, and a heavy list, to port, and about very suddenly, before there was time to get any boats, or take any means to save herself, she went down with all hands. The deckhouse was carried away, and the crew and the other survivor, together with the swimmer and a seaman clung to it. The latter was washed off immediately afterwards, and the other man, the Tifal, says he saw nearly all of the crew in the water up till noon after that time; he saw the survivors in the weather gradually calmed down, and they left on this raft all Sunday, Monday, Tuesday (the 29th, 30th and 31st ult.) in foul or water. A great part of Wednesday passed also without bringing them any succor, and hope had almost deserted them, they sighed the *Vindobona*, and to their infinite delight, found it baring down upon them. In fact, when they were taking off the raft they saw the *Vindobona* at first thought they were the Chinese survivor said how so they to the crew or Chinese captain, Gao So Koon, his name was Ah Soon. His account occurred up to the time of the foundering of the ship was precisely the same as to the Tifal. He himself, was on the top of the deckhouse when the ship went down, with other men, the Chin-cher, the boatswain, Malay seaman; the tidal swam to the deck after the ship went down. He saw the crew in the water up till about half an hour after the foundering of the vessel, but none of them. He was on the raft four days and three nights without food or drink. The said vessel was manned by a captain, two mates, five engineers, four quarter-masters, six boys, three China boys, and 13 Chinese sailors. There were ten Chinese passengers, including one Chinese doctor.

This is all the information these men could give. Their knowledge of life is very small, and their ideas hardly to details, but there seems no reason to doubt the correctness of the general outline their gives of the disaster. There is too much to fear that of upwards of 50 persons who boarded the vessel when she left Saigon are the only two survivors. There is no evidence as to what were the causes which led to the foundering of the ship. The do not state that anything was carried away deck, so as to let the water into the hold above, and those on board the *Vindobona* her side cargo ports must have been insecure, as the vessel was loaded and sailed hurriedly. This, however, is merely surmised.

This is another of the characteristic difficulties attending vessels leaving Saigon. Not a few left that port, and have either never again heard of, or there have been one or two picked up who have given accounts confirming in mild manner. The *Halgroed*, the *Tok* were cases of this kind, there have been several others.

The *Ferretaker* has been on this coast years. She was over 700 tons, was a hurricane class. She left this port on Thursday, 26th August, with a cargo of rice to Hankow, or Hongkong. On Sunday morning at 7 a.m. it was blowing a strong S.W. wind, and the ship took a heavy list to port and founders. We saw her in the bay, some of the crew out. I remember some boats could be got up, and passengers clinging to the sides of the wreck, but a few hours afterwards all disappeared. I saw nothing more of the piece of skylight with neither foot nor swimmer. The Captain's name was Carey, and the consisted of 62 hands all told, and ten Chinese passengers, one Saigon woman, as follows:—Lascars, 4 Quarter-masters, 2 Chinese engineers, four (three Europeans), 2 Officers (European), Captain Carey, and 1 Chinese Captain.

S. H. STUART,
Master S.S. *Vindobona*.

Witness, JAMES W. SMITH.
“My names Ah Soon. I was the Chin-cher boy on board the steamer *Ferretaker* or *Cheong*. We left Saigon on Sunday morning with a cargo of rice for Hongkong. Two days after leaving Saigon, strong wind all the time, the ship took a heavy list to port and went down. We were washed off the ship, and leaving three men and myself clinging to a piece of deck-house, but the three men washed off and the man that was saved with me took the skylight after the other went down. We have been drifting about ever since on pieces of wreck with neither food nor cannot say how I got out about the logs, but I saw the broken glass of the skylight, believe there are gone excepting the Lascars and myself.”

S. H. STUART,
Master S.S. *Vindobona*.

Witness, JAMES W. SMITH.
The cargo was insured in Chinese office.

The Hongkong, Canton, and Macao Steamer

[illegible]

The Chief Justice—He seems to have done

The Acting Attorney-General said it could have been put right if it was wrong.

The Chief Justice asked the respondent if such an objection on behalf of the magistrate who tried the case. The appellant was convicted; he said the conviction was a quare. It was open to the respondent to take jurisdiction.

The Acting Attorney-General said he had the objection that the proper persons were before the court, and that the requirement of Section 60 of the Ordinance was satisfied. Mr. Ho Kai said after some further observations desired to read some correspondence to the Court. The Chief Justice, however, said he could go into them now, as the first thing to be done was to get the requisite notice back from the respondent. The onus was thrown upon the appellant to do so under Section 6.

Mr. Ho Kai said he should submit they given the requisite notices.

The Chief Justice—Who is the real respondent?

Mr. Ho Kai—I do not know; Mr. Mitchell Innes described himself as the respondent.

The Chief Justice asked the respondent to send another copy of the requisite notice to himself as the respondent; he agreed to do so.

The Acting Attorney-General said his purpose was that they had not even given notice to Magistrate Russell.

Mr. Ho Kai said they had given the Magistrate notice, and the Crown Solicitor had received with a copy of the case.

The Chief Justice said the notice was really complainant in the Police Court who was respondent.

Mr. Ho Kai said the complaint was laid by a coolie named Ng Aik, an informer, who was not a party to the case.

Mr. Justice Russell said the respondent the man who would be proceeded against supposing this was an action for damages for laying false information.

The Chief Justice quite agreed it should be complainant in the case, but it was the magistrate who made himself respondent, that case he would apply to have this case brought before the magistrate for decision.

The Chief Justice: You had not given the respondent notice within three days, and if you have not done so I do not see how we are to try.

Mr. Ho Kai said he was instructed that appellant had been arrested solely upon the day of this informant, and nobody appeared at all. When the solicitor for the appellant took up the case afterwards they found that the informant had died. The clerk had applied for a rehearing of the case, that had been refused by the magistrate. Mr. Ho Kai said he was quite at the direction of Lord Macpherson.

The Chief Justice said the cases were decided upon the subject; they were bound by the four corners of the Ordinances. He believed there was one case before the court in which the respondent was not a party to the case, but he made respondent and some special directions were given upon it.

Mr. Ho Kai said he would then ask leave to withdraw the case.

The Chief Justice said he was of opinion substantial justice would have been done by dealing with the case as it stood, but under circumstances they had no power to proceed under this Ordinance.

The Acting Attorney-General applied case.

The Chief Justice observed that it seemed the magistrate had somehow misled the appeal by saying that the case itself was confidential.

The Acting Attorney-General pressed the application.

Mr. Ho Kai thought it would be very hard on his client, who was a poor man, to make him come under the circumstance.

LI LUI AND YU ASU, APPELLANTS, V. N. MAN GILBERT MITCHELL INNES, RESPONDENT

Mr. Ho Kai, instructed by Messrs. Dent and Moscrop, for the appellants; the Acting Attorney-General, instructed by Messrs. Wong and Deacon, for the respondent.

The Acting Attorney-General took the objection in this case as in the last the proceedings were not before the court.

Mr. Ho Kai said he had submitted that he had previously been an appeal case before the court in which the magistrate who decided the case was made respondent.

The Chief Justice said that in a case of this kind, where a technical objection was taken, on grounds of procedure, he was not sure that.

The Court record of the case was then produced, and it was found the appellant in this case was Yung Ah Chee, and the respondent was Li Lou, although Mr. Wodehouse had really defended the case.

The Chief Justice said the magistrate was not respondent there.

Mr. Ho Kai said Su Lun was not seated at the bar, and that this was the reason for the course in this colony in appealing against a magistrate's decision.

The Chief Justice said it was not so with his knowledge.

Mr. Ho Kai said he would apply to withdraw the case and have a new case stated by the magistrate.

The Acting Attorney-General applied costs.

Justice Russell, after a considerable amount of discussion on this point, asked what was the person who gave evidence which he recollected to be Mr. Ho Kai.

Mr. Ho Kai said that was Mr. Chai Tung, a witness of good credit.

Mr. Justice Russell said the person interested was the Opium Farmer; it was his interest to go into the conviction and his interest to sustain the conviction. His object was to get the conviction bearly at by which this case could be decided on its merits now. After the name of the respondent to that of the Opium Farmer, to allow the Acting Attorney-General to proceed with the case.

The Acting Attorney-General said this Opium Farmer had objected to that arrangement, as the case was proceeded with.

The Chief Justice expressed his approval of the conduct of the Respondent's counsel.

Mr. Ho Kai applied to have the deposition taken and in fact to be bound merely by the evidence stated by Mr. Mitchell-Innes.

The Chief Justice said he did not think the case was so bound, but there judges were on the judges on points of law, whereas by the local ordinance they were judges both of law and fact. This being so the depositions were of some value in the present question.

He asked the Acting Attorney-General whether he had any objection to the putting in of the depositions.

The Acting Attorney-General said he had none.

Mr. Ho Kai then read the statement of the case.

Mr. Mitchell-Innes: He said the complainant was the Opium Farmer, who was charged by the Opium Farmer, to the effect that the appellants unlawfully had in their possession and custody about two loads of prepared opium without a contract of sale with the Opium Farmer, in contravention of the provisions of Article 15 of the Ordinance. They were convicted and fined \$100, or in default to be imprisoned with hard labour for three months.

He facts of the case were that on the 26th June 1895, the appellants, who were Chinese, entered Ng Wing Lee's factory, and bought from him some prepared opium, which was supplied him by the first appellant, the second being also there at the time. On the 27th he bought another 50 lbs of prepared opium from the same source.

On being again served by the first appellant, On the 29th Chai Tung sent him again to this house to buy 40 lbs and \$5 to purchase that amount.

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The attention of Engineers is particularly called to this Manufacture.
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Sole Agents for
P. MOTR CRANES & Co.
Hongkong, 8th September, 1883. [1740]

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MONOPOLE RED SEAL (medium dry).
Do. **RED FOIL "SEC" (dry).**
Do. **GOLD FOIL "DRY" (extra dry).**

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For Hongkong, China, and the East.
Hongkong, 1st July, 1885. [1294]

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\$36 **JOHN WALKER & SONS' OLD HIGHLAND WHISKY.**
\$37 per case of 1 dozen bottles.
Also
CUTLER PALMER & Co's WINES AND SPIRITS.
SIEMSEN & Co.
Hongkong, 1st January, 1884. [119]

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY
WITH THE PUNTI AND MANDARIN PRONUNCIATION.
An Anglo-Chinese Dictionary, Published at the
Daily Press Office, Hongkong.
For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and intelligence generally, which the rapid advance of foreign relations has imposed upon them, are here given in columns of Chinese and English, fully illustrated and explained, forming exercises for students of a most instructive nature. Both the *Punti* and *Mandarin* pronunciations are given the accents being carefully marked, the best principle hitherto adopted in the work. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with these vast margins and vacant spaces which have heretofore characterized Chinese publications.
To illustrate the vast scope of the work following figures are submitted for consideration—
[Chinese] Vocabulary contains about 16,000 Chinese characters, and *Mandarin's* English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 800,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have no general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.
For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *ad libitum* with persons who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves. It explains subjects with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it, cannot but be invaluable occasionally.
It comprises upwards of two thousand large quarto pages.
A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.
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NOTIFICATIONS.

CUTLER, PALMER & Co.
The well known Wine Shippers to China.
Of **LOUX, BORDAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURACHIE, &c.**
Their Representatives in Hongkong
Messrs. **JARDINE, MATHESON & Co.** Hongkong
" **SIEMSEN & Co.** Shanghai
" **LANE, CRAWFORD & Co.** Shanghai.
Call attention to some of the Wines and Spirits consigned to their care by this well-known house—
CLARET, Monton, Laroc, St. Julian Medoc, both in Quarts & Pints.
"INVALIDS," & AMOROSO, SHERRY.
MANZANILLA SHERRY—very pale dry.
WHITE SEAL SHERRY—very popular in China in consequence of its softness and purity.
These Sherries are also shipped in Jars containing 4 gallons.
"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.
SCOTCH WHISKY of several sorts, viz:
In square bottles—**Napier Johnstone's.**
In round bottles—**C. P. & Co.'s "Heart" brand**—shaped label.
In round bottles—**The Glasgow Blend.**
IRISH WHISKY—only the best.
COGNAC—The popular "A" & "B" now necessarily doer, because of low exchange.
* * * * * Quality the next best and not a bad substitute for Star.
* * * * * Quality, of age equal to Hennessy and cheaper. [1396]

SUMMER TIME TABLE.

THE KWOLLOON FERRY.

"MORNING LAUNCH"
Runs Daily to Ferry Wharf between PEDDAR'S WHARF and TAI-TAI-TAI at the following hours—This Time Table will take effect from the 15th April, 1885.

WEEK DAYS.		SUNDAYS.	
Leave Kowloon	Leave Hongkong	Leave Kowloon	Leave Hongkong
9.00 A.M.	8.30	7.30	8.00
9.30	9.00	9.00	10.15
10.00	10.30	11.30	12.00 noon
10.30	11.00	12.30 P.M.	1.00 P.M.
1.00	1.30	1.30	2.00
1.30	2.00	2.00	3.00
2.00	2.30	3.30	4.00
3.30	4.00	4.15	4.30
4.15	4.30	5.00	5.15
4.50	5.10	5.25	5.40
5.25	5.40	5.55	6.15
5.55	6.15	6.30	6.45
6.45	7.00	7.15	7.30
7.15			

* * * * * This will be no Launch on Monday and Friday, on account of coaling.
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stoppage of water, due notice will be given of any stoppages. [133]

THE Under signed has been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. B. TERNENT, Glasgow, and Messrs. DAVID CORNAN & Sons, Aberdeen.
ARNOLD, KARBURG & Co.
Hongkong, January, 1887. [21]

VESSELS ON THE BERTH.

STEAM TO YOKOHAMA VIA NAGASAKI AND KURE.
(Passing through the Inland Sea.)
Taking Cargo on through Bills of Lading to YOKOHAMA AND KURE.
THE P. & O. S. N. Co's Steamship
"THIBET."
Will leave for the above place TO-MORROW, the 11th September, at 2.30 p.m.
E. L. WOODIN, Acting Superintendent.
Hongkong, 25th August, 1886.

STEAM TO BOMBAY VIA STRAITS.
THE P. & O. S. N. Co's Steamship
"ZAMBESI."
Will leave for the above place TO-MORROW, the 11th September, at 2.30 p.m.
E. L. WOODIN, Acting Superintendent.
Hongkong, 6th September, 1886. [1725]

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO YOKOHAMA, KURE, AND NAGASAKI.
(Passing through the Inland Sea.)
THE Company's Steamship
"STETTIN."
Captain E. F. W. Winkler will leave for the above Ports on or about TO-MORROW, the 11th inst.

THE "GIBB" LINE OF STEAMERS.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo for Adelaide, Lyttelton, New Zealand, &c.)
THE British Steamship
"NORTHERN."
Captain Richardson, having arrived from Japan with Part Cargo, will be despatched at DAYLIGHT, on SUNDAY NEXT, the 12th inst.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND FOCHOW.
THE Company's Steamship
"HAIPHONG."
Captain S. Ashton, will be despatched for the above Ports on SUNDAY, the 12th inst., at 10 a.m.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"DEVONSHIRE."
Captain Davis, will be despatched for the above Port on MONDAY, the 13th inst., at 5 p.m.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG, AND KUALA LUMPUR.
THE Company's Steamship
"TAISANG."
Captain Davis, will be despatched for the above Ports on TUESDAY, the 14th inst., at 3 p.m.

FOR SHANGHAI.
THE Company's Steamship
"NESTOR."
Captain Thompson, will be despatched for the above Port on TUESDAY, the 14th inst., at 3 p.m.

FOR SHANGHAI.
THE Company's Steamship
"HECTOR."
Captain Bell, will be despatched for the above Port on WEDNESDAY, the 15th inst.

FOR SHANGHAI.
THE Company's Steamship
"ASTRO-HUNGARIAN."
Captain Davis, will be despatched for the above Port on THURSDAY, the 16th inst.

FOR SHANGHAI.
THE Company's Steamship
"THIBET."
Captain Davis, will be despatched for the above Port on WEDNESDAY, the 15th inst.

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VESSELS ON THE BERTH.

SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, SUEZ, CANAL, LONDON, VIA SUEZ CANAL.
THE P. & O. S. N. Co's Steamship
"THIBET."
Will leave for the above place TO-MORROW, the 11th September, at 2.30 p.m.

THE P. & O. S. N. Co's Steamship
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Will leave for the above place TO-MORROW, the 11th September, at 2.30 p.m.

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